

SAILING DIRECTIONS CORRECTIONS

PUB 192 7 Ed 2000 LAST NM 12/02

Page 41—Line 46/R; read:

approach and may best be seen on the chart.

Deep-draft vessels approaching from the E and SE should not attempt to transit the E and SE traffic lane routes. Such vessels should proceed N and utilize the NE traffic lane route (see Directions).

It is reported (2001) that outbound deep-draft vessels, which are constrained by their draft, may occasionally navigate against the traffic flow in that part of the TSS lying between Spurn Point and the Spurn Light Float. Vessels intending to carry out this maneuver must first obtain permission from VTS Humber, which then broadcasts appropriate warnings.

(BA NM 2/02)

13/02

Page 49—Lines 52 to 57/R; read:

cannot enter at LW. Lynn Cut is the artificially-straightened mouth of the river and has embankments up to 3.5m high. An overhead cable, with a vertical clearance of 46m, spans the fairway in Lynn Cut.

Alexandra Dock is entered through a lock 15.2m wide, which has depths on the sill of 7.6m at HWS and 5.4m at HWN. Bentinck Dock is entered from Alexandra Dock through a passage 96m long and 15.2m wide, which is spanned by two swing bridges. A minimum depth of 5.3m is generally maintained in the wet docks, which have 1,600m of total quayside. Vessels up to 3,000 dwt, 119m in length, 13.8m beam, and 5.5m draft have been accommodated at HWS.

Riverside Quay is 220m long and South Quay is 365m long. Vessels up to 5,000 dwt, 140m in length, 20m beam, and 5.5m draft can be accommodated alongside these river berths, but take the ground at LW. There are facilities for container, ro-ro, tanker, general cargo, and bulk vessels.

Aspect.—The fairway in Teetotal Channel is marked by lighted buoys. The S end of this channel is bordered by drying training walls, which are marked by lighted beacons. The fairway in Lynn Cut is indicated by a lighted range.

The town stands on low, flat ground. The two towers of St. Margaret's church, the spire of St. Nicholas church, and several tall chimneys are all prominent and visible from seaward. The two pylons of the overhead cable, which spans Lynn Cut, and a silo, standing on the E bank of the river, are conspicuous.

Pilotage.—Pilotage is compulsory for vessels over 35m in length. Pilots can be contacted by VHF and, unless prevented by weather, board close W of Sunk lighted buoy (52°56'N., 0°24'E.). The pilot vessel generally remains on station from 2.5 hours before HW until such time as it is too late for a vessel to transit the approach channel on that tide. Vessels should send an ETA and request for pilotage at least 24 hours in advance, with amendments up to 6 hours in advance. Vessels should report to the Harbor Master on VHF channel 14 when passing Bull Dog Beacon and West Bank Beacon.

All vessels over 80m in length or close to the upper limits of beam or draft should contact the authorities prior to entry for the latest information. The Harbor Master can be contacted via E-mail at harbourmaster@portauthoritykingslynn.fsnet.co.uk.

Generally, vessels over 100m in length transit the approach channel only on daylight tides. The attendance of a tug is compulsory for all tankers over 73m in length and all other vessels over that length not fitted with bow thrusters.

Anchorage.—Vessels can anchor in The Wash, SE of the Roaring Middle Lightfloat.

Directions.—Teetotal Channel, entered about 4 miles SSW of Roaring Middle Lightfloat (52°58'N., 0°21'E.), is the main approach channel. It leads S and SE for 7 miles between sand banks to the entrance of Lynn Cut. There are several alternative channels, but these are only suitable for small craft, with local knowledge. A fairway then leads through Lynn Cut and up the river to the port.

(BA NP 54; BA NM 4/02)

13/02

Page 50—Lines 1 to 36/L; strike out.

(NIMA)

13/02

Page 50—Line 59/L; read:

depths alongside of 9.3m at HWS and 5.2m at HWN. Generally, vessels up to 5,000 dwt, 120m in length, and 6.3m draft can be handled.

(BA NP 54)

13/02

Page 50—Lines 1 to 2/R; strike out.

(NIMA)

13/02